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BEFORE THE ARIZONA CORPORATION COMMISSION

COMMISSIONERS

SUSAN BITTER SMITH – Chairman
BOB STUMP
BOB BURNS
DOUG LITTLE
TOM FORESE

2015 AUG 27 4 10:16

AT CORP COM 2
DOCKETED**ORIGINAL**

IN THE MATTER OF THE APPLICATION OF
THE ARIZONA DEPARTMENT OF
TRANSPORTATION TO INSTALL A NEW
GRADE SEPARATED CROSSING AND FOR
THE UNION PACIFIC RAILROAD COMPANY
TO REMOVE AN EXISTING AT-GRADE
CROSSING AT INTERSTATE 10 AND INA
ROAD IN THE TOWN OF MARANA, PIMA
COUNTY, ARIZONA, USDOT NO. 741 101G

DOCKET NO. RR-03639A-15-0200

NOTICE OF ERRATA

Arizona Corporation Commission

DOCKETED

AUG 27 2015

DOCKETED BY

The Arizona Department of Transportation, by and through undersigned counsel, hereby files this Notice of Errata to correct typographical errors. The Application filed on June 17, 2015 incorrectly referred to the City of Tucson when it should have referred to the Town of Marana.

A corrected copy of the Application is attached hereto. The Town of Marana has been provided a copy of the corrected application and the Procedural Order.

DATED this 27 day of August, 2015.

Mark Brnovich
Attorney General

Michelle Burton
Assistant Attorney General
Attorney for the Arizona Department of
Transportation

1 Copies of the foregoing mailed/delivered
2 this 27th day of August, 2015 to:

3 Alex Popovici, Manager
4 Industry & Public Projects
5 UNION PACIFIC RAILROAD COMPANY
6 631 South 7th Street
7 Phoenix, AZ 85034-2203

8 W. Reed Campbell
9 BEAUGUREAU, ZUKOWSKI & HANCOCK, P.C.
10 302 East Coronado
11 Phoenix, AZ 85004
12 Attorneys for Union Pacific Railroad Company

13 Sayeed M. Hani
14 Railroad and Utility Coordinator
15 ARIZONA DEPARTMENT OF TRANSPORTATION
16 205 S. 17th Avenue, Room 357 MD 618E
17 Phoenix, AZ 85007

18 Marana Town Attorney
19 Town of Marana
20 11555 West Civic Center Drive
21 Marana, AZ 85653

22 City Attorney's Office
23 CITY OF TUCSON
24 255 W. Alameda Street
25 Tucson, AZ 85701

26 Janice Alward, Chief Counsel
Legal Division
ARIZONA CORPORATION COMMISSION
1200 W. Washington Street
Phoenix, AZ 85007

Brian Lehman, Chief
Railroad Safety Section of the Safety Division
ARIZONA CORPORATION COMMISSION
1200 W. Washington Street
Phoenix, AZ 85007

COASH & COASH
COURT REPORTING, VIDEO AND
VIDEOCONFERENCING
1802 N. 7th Street
Phoenix, AZ 85006

By: 
Theresa Flores Calderon



Intermodal Transportation

Douglas A. Ducey, Governor
John S. Halikowski, Director
Dallas Hammit, State Engineer
Steve Boschen, Division Director

August 27, 2015

Arizona Corporation Commission
Office of Railroad Safety
Attn: Chris Watson
1200 W Washington Street
Phoenix, AZ 85007

RE: APPLICATION TO INSTALL A NEW GRADE SEPARATED CROSSING AND REMOVE AN EXISTING PUBLIC AT-GRADE CROSSING

Project: RECONSTRUCT INA ROAD TRAFFIC INTERCHANGE
Location: Interstate 10 (MP 247.1 to MP 248.9) and Ina Road (Town Marana & Pima County, Arizona)
Federal Project # NH -010-D (216) S
ADOT Tracs # 010 PM 248 H847901D
Remove crossing AAR/DOT # 741101G
Install new overpass crossing

Mr. Watson,

This application is being submitted to allow the Arizona Department of Transportation (ADOT) to construct and maintain a new grade separated structure and to allow the Union Pacific Railroad (UPRR) to remove an existing at-grade public crossing in the Town of Marana, Arizona.

1. Project Location and Description

The new Ina Road traffic overpass will be located in approximately the same location as the existing Ina Road at-grade crossing, AAR/DOT #741101G. This overpass is part of the Interstate 10, Ina Road Traffic Interchange project for the Arizona Department of Transportation (ADOT). The entire project is located in Tucson, Arizona.

The project consists of reconstructing Interstate 10 (I-10) from 0.9 miles east (south) of Ina Road to 0.9 miles west (north) of Ina Road. As part of this project, I-10 will be lowered to ground level and widened to eight lanes of travel and Ina Road will be elevated over I-10, UPRR right-of-way, and Camino de Oeste, a local Town of Marana street. Ina Road will be reconstructed to a six-lane facility with turn lanes, bicycle lanes, and sidewalks. This configuration will allow for the removal of the existing at-grade crossing on Ina Road while maintaining access to/from I-10.

Additional improvements that will be completed as part of this project within Union Pacific Railroad include pier construction for the overpass bridge construction, drainage (storm drain) improvements, and utility relocations.

The existing at-grade crossing is under the jurisdiction of the Town of Marana, but will be transferred to ADOT in the near future. A Town resolution in support of removing the at-grade crossing will be obtained and included as part of the executed ADOT/UPRR Construction & Maintenance Agreement.

The Grade separation segment of the project is anticipated to begin construction in the fall/winter of 2016; but we are doing some construction activity in the area before building the bridge. Construction is anticipated to take 24 months. Ina Road within the limits of the Union Pacific Railroad at-grade crossing and I-10 will be closed throughout the majority of construction timeframe. The at-grade crossing may be used by construction traffic until the new overpass is complete. To facilitate construction activities to either side of the at-grade crossing, ADOT is requesting that the UPRR be allowed a minimum of 36 months to remove the at-grade crossing after issuing the order.

The project website is: <http://www.azdot.gov/projects/south-central/i-10-ina-road-ti-final-design>

2. Why the crossing is needed

The Design Concept Report entitled was completed by the Arizona Department of Transportation in May 2012. The report identified a new grade-separated crossing for Ina Road at I-10 and Union Pacific Railroad for the need to "eliminate vehicle conflicts with the Union Pacific Railroad's east-west main line tracks."

The Design Concept Report can be accessed via the internet at:

<http://www.azdot.gov/docs/default-source/projects/design-concept-report.pdf?sfvrsn=0>

3. Construction Phasing

Construction is expected to start by the winter of 2016. Ina Road will be closed to the general traffic for the majority of the construction. During project construction traffic may continue to use the at-grade crossing until the overpass is completed. Once the overpass is completed and in service, the at-grade crossing can be removed. Our contractor will coordinate and receive approval from the Union Pacific Railroad to use the crossing during construction.

4. Maintenance of the grade separated overpass

ADOT will be responsible for constructing and maintaining the Ina Road Overpass over the Union Pacific Railroad right-of-way. Union Pacific Railroad will be responsible for removing the at-grade crossing and maintaining their infrastructure.

5. Project Funding

The project is funded by the Federal Highway Administration, Town of Marana, Pima Association of Governments and Arizona Department of Transportation.

This project will be advertised in the summer of 2016 and is estimated to cost approximately \$120M with the Ina Road overpass over the Union Pacific Railroad estimated to cost \$7.4M.

The Union Pacific Railroad contribution to the project has been estimated at \$1,463,448. The costs for the relocation of railroad signal lines and the removal of the Ina Road at-grade railroad crossing will be the responsibility of Union Pacific Railroad.

6. Other information (based on typical Staff Data Requests):

CW1-1 2009 ADT for Ina Road – West of I-10: 15,100vpd; East of I-10: 31,700vpd

CW1-2 2009 Intersection LOS (EB/WB): Ina Road/West Frontage Road – E/B; Ina Road/East Frontage Road – A/C

- CW1-3 Past Traffic Studies: A corridor study for improving I-10 from Tangerine Road to I-19 was completed in 1997. Design Concept Report for Ina Road Traffic Interchange was completed in May 2012. Copy of the Design Concept Report is available on ADOT website.
- CW1-4 Population: 2009 estimated population of Tucson is 543,910 persons
- CW1-5 Existing Railroad Safety Devices: Ina Road at-grade crossing is currently protected by cantilevered flashing lights and gates for both directions of travel on Ina Road and the right turn lane from westbound I-10 Frontage Road.
- CW1-6 Adjacent Public Crossings: The nearest public crossings of the Union Pacific Railroad are as follows: (1) Massingale Road (DOT #741100A); 0.6 miles to the northwest of Ina Road and is at-grade; (2) Orange Grove Road (DOT #748175X), 1.3 miles to the southeast of Ina Road and is grade separated; (3) Cortaro Road (DOT # 741098B), 2.0 miles to the northwest of Ina Road and is at-grade.
- CW1-7 Grade Separation Study: Design Concept Report entitled Ina Road Traffic Interchange to Ruthrauff Road Traffic Interchange (dated May 2012) identified grade-separation of Ina Road and Union Pacific Railroad.
- CW1-8 Grade Separation Cost: Cost of Entire project provided above.
- CW1-9 Surrounding Zoning: Surrounding area is zoned for Light Industrial and Village Commercial (source: Pima County)
- CW1-10 Existing Train Movements: Per FRA website based on 1994 information, 25 freight and 2 passenger trains per day. UPRR expects 84 trains per day by 2016. All train movements are thru movements.
- CW1-11 Nearest Schools: (1) Charter School - PPEP Tec, John David Arnold Learning Center: 0.7 miles east of crossing (4140 West Ina Road); (2) Marana Unified School District – Thornydale Elementary School: 0.8 miles northeast of crossing (7651 North Old father Drive); (3) Marana Unified School District – Coyote Trail Elementary School: 2.8 miles northwest of crossing (8000 North Silverbell Road; (4) Flowing Wells Unified School District – Richardson Elementary School: 1.6 miles southeast of crossing (6901 North Camino de la Tierra)
- CW1-12 Nearest Hospitals: (1) Northwest Hospital: 3.2 miles from crossing (6200 North LaCholla Blvd) (1) Tucson Heart Hospital: 6.8 miles southeast of this crossing (4888 N Stone); (3) St. Mary Hospital: 8.5 miles south of this crossing (1601 St. Mary Road)
- CW1-13 Railroad Costs: To be determined
- CW1-14 Hazardous Materials traffic: It is not known how much hazardous materials traffic uses the existing crossing each day.

- CW1-15 Speed Limit: Ina Road has a posted speed limit of 45 mph.
- CW1-16 Other bus use: Unknown.
- CW1-17 Abandoned Railroad Spurs: Unknown if railroad spurs have been removed within a 10 mile radius.
- CW1-18 Summary of FHWA grade separation guidelines: Does not apply. This crossing will be grade separated.
- CW1-19 Expected traffic delay due to train traffic: Does not apply. This crossing will be grade separated.

Sincerely,

Sayeed M. Hani

Utility Engineering Coordinator/ Railroad Liaison

205 S 17TH AVE, MD 618E

PHOENIX, AZ 85007

602.712.7555

Shani@azdot.gov

